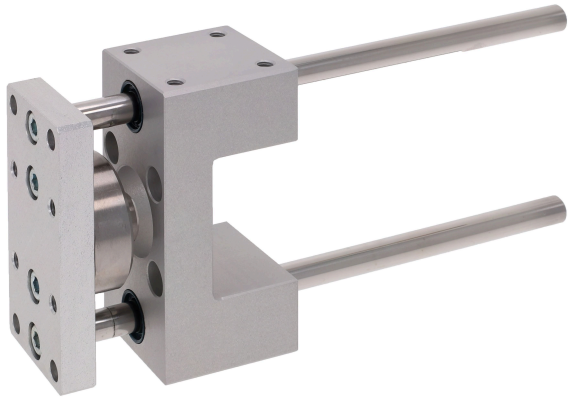
# Unité de guidage GU1, Série CG1

**0821401489**

## Unités de guidage AVENTICS



## Données techniques

| | |
|---|---|
| Secteur | Industrie |
| Ø du piston | 63 mm |
| Course | 800 mm |
| Type de palier | Palier lisse |
| Pour vérin standard | ISO 15552 |
| Température ambiante min. | -20 °C |
| Température ambiante max. | 80 °C |
| Poids 0 mm course | 1.66 kg |
| Poids +10 mm course | 0.0176 kg |

## Matériau

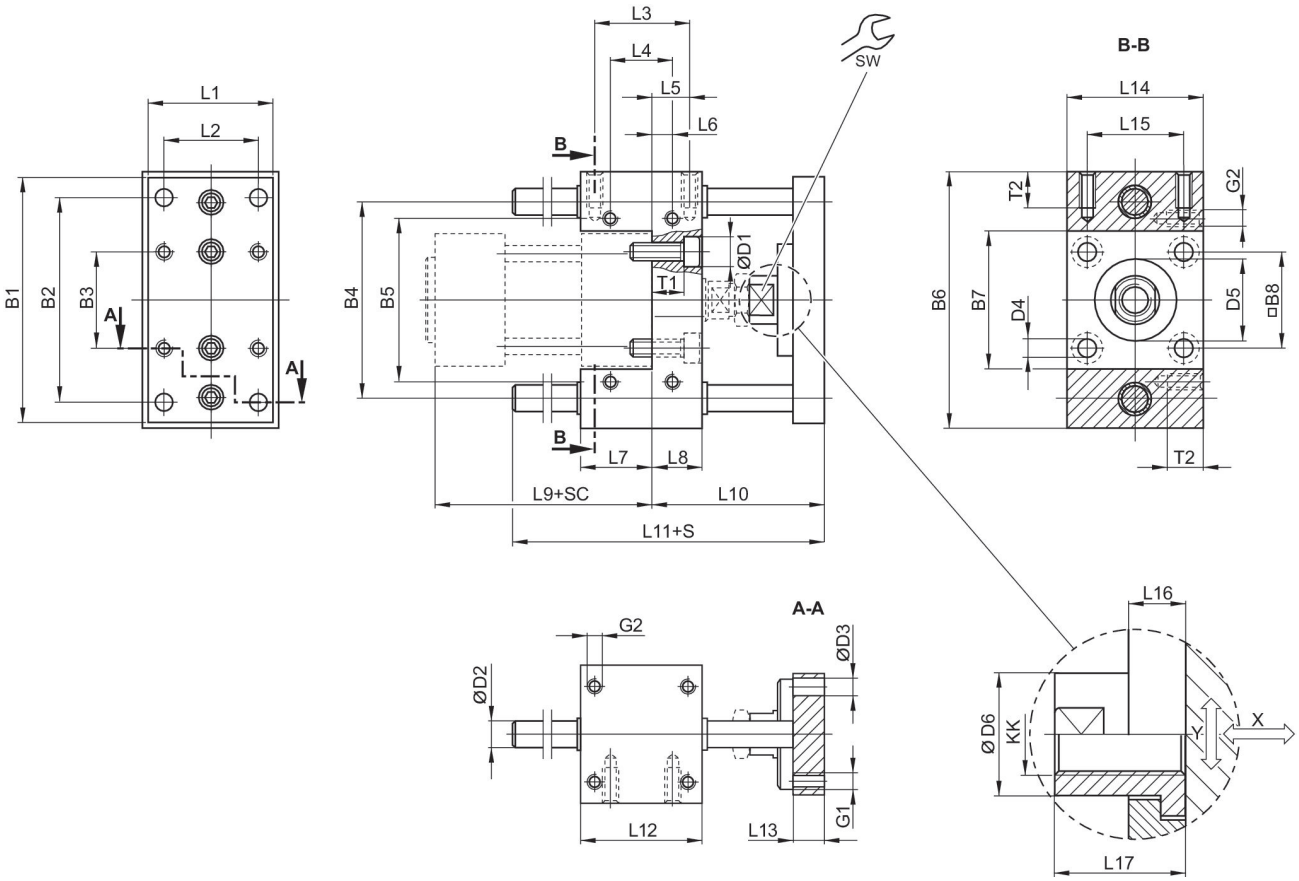
| | |
|---|---|
| Logements de palier | Aluminium |
| Surface Logements de palier | anodisé incolore |
| Type de palier | Bronze fritté |
| Plaque support | Aluminium |
| Surface Plaque support | anodisé incolore |
| Matériau Accouplement compensateur angulaire dans plaque-support | Acier inoxydable |
| Matériau Tiges de guidage | Acier amélioré trempé |

# Unité de guidage GU1, Série CG1

0821401489

| | |
|---|---|
| Surface Tiges de guidage | meulé |
| Référence | 0821401489 |

## Dimensions




S = course
SC = course du vérin
X = jeu maxi (axial)
Y = jeu mini (radial)

# Unité de guidage GU1, Série CG1

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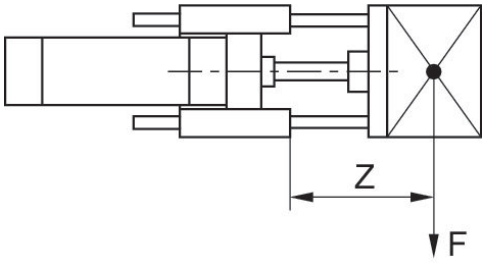
| Ø du piston | B1 | B2 | B3 | B4 | B5 | B6 | B7 | B8 | D1 | D2 |
|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 90 | 78 | 32.5 | 74 | 58 | 100 | 48 | 32.5 | 11 | 10 |
| 40 | 100 | 84 | 38 | 80 | 64 | 106 | 54 | 38 | 11 | 12 |
| 50 | 120 | 100 | 46.5 | 96 | 80 | 125 | 66 | 46.5 | 15 | 12 |
| 63 | 125 | 105 | 56.5 | 104 | 95 | 132 | 76 | 56.5 | 15 | 12 |
| 80 | 155 | 130 | 72 | 130 | 130 | 165 | 98 | 72 | 18 | 16 |
| 100 | 175 | 150 | 89 | 150 | 150 | 185 | 118 | 89 | 18 | 16 |

| Ø du piston | D3 | D4 | D5 | D6 | G1 | G2 | KK | L1 | L2 | L3 |
|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 6.6 | 6.6 | 30 M8 | 18 | M6 | M6 | M10x1,25 | 45 | 32.5 | 32.5 |
| 40 | 6.6 | 6.6 | 35 M8 | 18 | M6 | M6 | M12x1,25 | 50 | 38 | 38 |
| 50 | 9 | 9 | 40 M8 | 24 | M8 | M8 | M16x1,5 | 60 | 46.5 | 46.5 |
| 63 | 9 | 9 | 45 M8 | 24 | M8 | M8 | M16x1,5 | 70 | 56.5 | 56.5 |
| 80 | 11 | 11 | 45 M8 | 30 | M10 | M10 | M20x1,5 | 90 | 72 | 72 |
| 100 | 11 | 11 | 55 M8 | 30 | M10 | M10 | M20x1,5 | 110 | 89 | 89 |

| Ø du piston | L4 | L5 | L6 | L7 | L8 | L9 | L10 | L11 | L12 | L13 |
|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 32.5 | 9.25 | 9.25 | 31 | 17 | 94 | 69 | 106 | 48 | 12 |
| 40 | 38 | 11 | 11 | 37 | 21 | 105 | 74 | 117 | 58 | 12 |
| 50 | 46.5 | 18.75 | 18.75 | 34 | 25 | 106 | 89 | 129 | 59 | 15 |
| 63 | 56.5 | 15.25 | 15.25 | 51 | 25 | 121 | 89 | 146 | 76 | 15 |
| 80 | 50 | 25 | 14 | 56 | 34 | 128 | 106 | 170 | 90 | 16 |
| 100 | 70 | 28.5 | 19 | 71 | 39 | 138 | 111 | 190 | 110 | 16 |

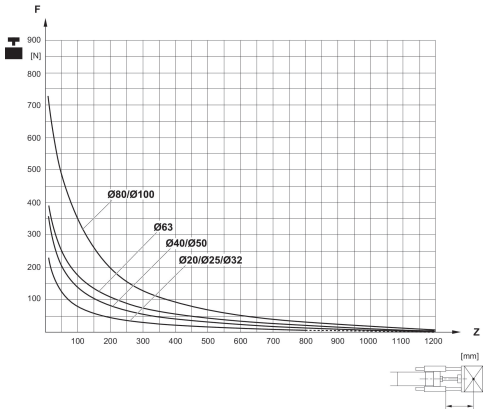
| Ø du piston | L14 | L15 | L16 | L17 | SW | T1 | T2 |
|---|---|---|---|---|---|---|---|
| 32 | 48 | 32.5 | 14 | 22 | 15 | 10 | 14 |
| 40 | 56 | 38 | 14 | 22 | 15 | 14 | 14 |
| 50 | 66 | 46.5 | 14 | 26 | 22 | 16 | 16 |
| 63 | 76 | 56.5 | 14 | 26 | 22 | 16 | 16 |
| 80 | 98 | 72 | 14 | 32 | 27 | 24 | 20 |
| 100 | 118 | 89 | 14 | 32 | 27 | 29 | 20 |

## Charge utile




F = Charge utile, Z = Saillie

## Charge utile




F = Charge utile, Z = Saillie